



FINDING OF NO SIGNIFICANT IMPACT

Federal Boulevard Improvements Project Between West 7th Avenue and Howard Place

Project Number: NHPP 2873-172, (Project Code: 19957)

City and County of Denver, Colorado

Lead Agencies

Federal Highway Administration



Colorado Department of Transportation



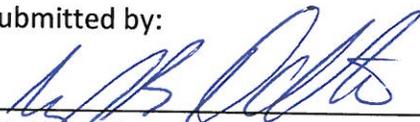
COLORADO
Department of Transportation

January 6, 2015

Finding of No Significant Impact (FONSI)

The Federal Highway Administration (FHWA) has determined that the Proposed Action described in the Environmental Assessment (EA) will have no significant impact on the human or natural environment. This FONSI is based on the EA and the proposed mitigation which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impact of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.

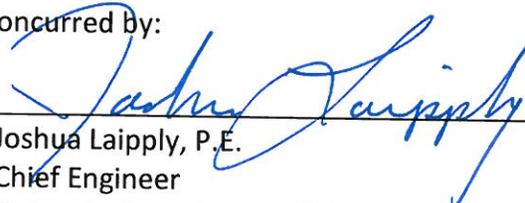
Submitted by:



Anthony R. DeVito, P.E.
Region 1 Transportation Director
Colorado Department of Transportation

1-12-2015
Date

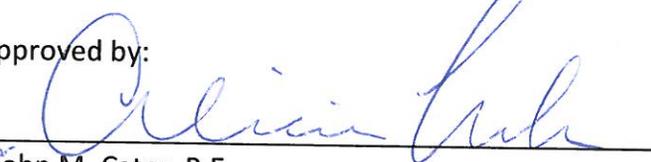
Concurred by:



Joshua Laipply, P.E.
Chief Engineer
Colorado Department of Transportation

1/14/2015
Date

Approved by:



John M. Cater, P.E.
Division Administrator, Colorado Division
Federal Highway Administration

1/15/2015
Date

The Federal Highway Administration may publish a notice in the Federal Register, pursuant to 23 United States Code (USC) § 139(I), once the Finding of No Significant Impact is approved. If such notice is published, a claim arising under Federal law seeking judicial review of a permit, license, or approval issued by a Federal agency for a highway or public transportation capital project shall be barred unless it is filed within 150 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which judicial review is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

TABLE OF CONTENTS

What is the Proposed Action? 1
What Has Been Done Since the EA was Published? 2
What Changes Have Been Made to the EA?..... 4
What Comments Were Received on the EA? 5

TABLES

Table 1. Public and Agency Comments Received and Responses to Comments 6

FIGURES

Figure 1. Cross-Section of the Proposed Action 1
Figure 2. Updated Cross-Section of the Proposed Action 5

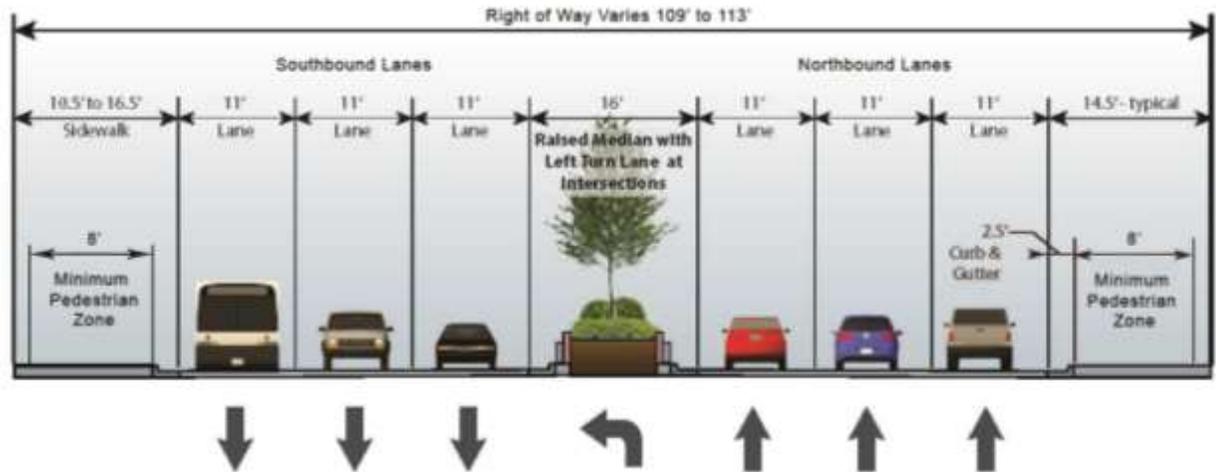
APPENDICES – PROVIDED ON CD (ATTACHED)

- Appendix A – Federal Boulevard Improvements Project Environmental Assessment
- Appendix B – Public Involvement since the Publication of the EA
- Appendix C – Public Comments Received during the 30-day Review Period

WHAT IS THE PROPOSED ACTION?

The Colorado Department of Transportation (CDOT) and FHWA are proposing to add a third northbound lane between West 7th Avenue and West 10th Avenue and a raised median throughout the Project Area [Federal Boulevard between West 7th Avenue and West Howard Place] to improve mobility and safety (Figure 1). North of West 10th Avenue, the width of the existing three northbound lanes would be brought up to standard (11 feet). The existing southbound lanes would also be brought up to standard width in areas where they are currently substandard. The widening of Federal Boulevard as a part of the Proposed Action will meet American Association of Transportation Organizations (AASHTO) and CDOT standards. Access will be limited by controlling left-turns at non-signalized points. In the Proposed Action, the existing signalized crosswalks at the intersections of Federal Boulevard with West 8th Avenue and West 10th Avenue will be upgraded with new traffic and pedestrian signals and enhanced concrete crosswalks. Sidewalks on the west and east sides of the street will be brought up to ADA standards; this will match the existing sections of Federal Boulevard to the north and south.

Figure 1. Cross-Section of the Proposed Action



Access to bus service, which connects to local and regional destinations as well as the greater transit system, including the nearby West Line of the Regional Transportation District’s (RTD’s) Light Rail Transit (LRT) system, will be improved by upgrading the sidewalk to be consistent and compliant with the Americans with Disabilities Act (ADA) standards. Additionally, connectivity to the Weir Gulch Trail would be enhanced with better signage for the trail, reducing the curvature of the “T” intersection where the trail and sidewalk connect along West 8th Avenue, signage for the Trail, and a wider sidewalk along West 8th Avenue, all of which support the City and County of Denver’s (CCD’s) Bicycle Master Plan (CCD, 2001) and Denver Moves (CCD, 2011). These improvements are anticipated to improve mobility, safety, and enhance multi-modal options within the Project Area.

In summary, the Proposed Action consists of the following elements:

- Federal Boulevard roadway alignment and improvements
 - Widening Federal Boulevard from the right-of-way boundary on the west side of Federal Boulevard toward the east between West 7th Avenue and approximately West 10th Avenue with an additional 11-foot northbound lane
 - Restriping and widening the three northbound lanes on Federal Boulevard between approximately West 10th Avenue to approximately West Howard Place to be 11 feet wide
 - Restriping and widening the three southbound lanes on Federal Boulevard between approximately West 7th Avenue and West 10th Avenue to be 11 feet wide
- Bicycle and pedestrian improvements
 - Improving the sidewalks on the east side of Federal Boulevard between West 7th Avenue and West 10th Avenue to meet ADA standards and better accommodate pedestrians
 - Standardizing inconsistent sidewalk widths on both the east and west sides of Federal Boulevard with an 8-foot pedestrian zone consisting of either a detached 5-foot sidewalk with a 3-foot buffer or an attached 8-foot sidewalk with ADA-compliant curb ramps and driveway cuts
 - Enhancing access to the Decatur-Federal LRT station through improved multi-modal connectivity by improving the sidewalks throughout the Project Area
 - Upgrading existing pedestrian signals and constructing enhanced concrete crosswalks at the signalized intersections of Federal Boulevard with West 8th Avenue and West 10th Avenue
 - Enhancing bicycle and pedestrian connectivity to the Weir Gulch Trail with better signage, wider sidewalks, and access ramps
 - Enhancing bicycle connectivity to Routes D-10 and D-12 by adding signage in the Project Area that meets CCD and CDOT standards

WHAT HAS BEEN DONE SINCE THE EA WAS PUBLISHED?

The EA was made available for a 30-day review period following its signing by FHWA and CDOT; the 30-day public comment review period occurred between October 15, 2014 and November 14, 2014. The EA, which can be found in Appendix A, was available for public review during this period on the Project website (<http://www.denvergov.org/infrastructure/PolicyandPlanning/CurrentProjects/%20FederalBoulevard/tabid/442758/Default.aspx>) and at the following seven locations:

- CDOT Headquarters – 4201 East Arkansas Avenue, Shumate Building, Denver
- CDOT Region 1 – South Holly Residency, 2000 South Holly Street, Denver
- FHWA Colorado Division Office – 12300 West Dakota Avenue, Suite 180, Lakewood
- City and County of Denver – Webb Building, 201 West Colfax Avenue, Denver
- Barnum Recreational Center – 360 Hooker Street, Denver
- Rude Park Recreational Center – 2855 West Holden Place, Denver
- Denver Workforce Center at Westside – 1200 Federal Boulevard, Denver

Comment sheets were provided at the viewing locations and a method to comment was also provided on the website.

The project team met with the Denver City Council (Council) on November 5, 2014 to discuss the project. Coordination with Council members also occurred independently of the entire Council which resulted in the request for additional outreach to stakeholders to encourage their review and comment on the EA. Per this request, the project team sent a flyer via email to stakeholders who provided email addresses to the team. Flyers were also mailed to individuals in the corridor (i.e., property and business owners adjacent Federal Boulevard in the Project Area), as well as any interested parties that had submitted contact information during previous outreach activities including public meetings. The email and flyers contained information about the availability of the EA for review and how to provide comments on the study, as well as alerting them that there was a week left in the formal review period to participate. Additionally, on November 7, 2014, the project team canvassed the corridor and distributed flyers with the same information to business owners and tenants adjacent to the corridor. The flyer distributed via email, mail, and canvassing was provided in Korean, Spanish, and English and can be found in Appendix B.

Comments on the EA document were accepted in the following ways during the 30-day review period:

- Online: www.denvergov.org/infrastructure/PolicyandPlanning/CurrentProjects/FederalBoulevard/tabid/442758/Default.aspx
- By email: Karen.Good@denvergov.org
- In writing: Karen Good
201 West Colfax Department 509
Denver, CO 80202
- Via fax: 720-865-2676 ATTN: Karen Good

WHAT CHANGES HAVE BEEN MADE TO THE EA?

Clarifications to the Proposed Action have been made and are in italicized, underlined text below; text that is not italicized or underlined is original from the EA. None of these clarifications result in changes to impacts as identified in the EA.

Widening of Federal Boulevard

North of West 10th Avenue, the width of the existing three northbound lanes would be *restriped and* brought up to standard width (11 feet). *The widening of the corridor between West 7th Avenue and approximately West 10th Avenue to the east from the west right-of-way boundary will allow for* existing southbound lanes to be restriped and brought up to standard width (11 feet) in areas where they are currently substandard. The widening of Federal Boulevard as a part of the Proposed Action will meet AASHTO and CDOT standards. *In addition, the Proposed Action conforms to the recommendations provided in Section C.4.A of the Decatur-Federal Station Area Plan, which calls to enhance Federal Boulevard as a Vibrant Corridor and “the Spine of West Denver” (CCD, 2013).* This language was changed to clarify that widening of the roadway to the east (along the northbound lanes) would also allow for restriping and widening of the southbound lanes. Per the request of CCD, language regarding conformance to the Decatur-Federal Station Area Plan was also incorporated in the revised text.

Access and Installation of a Median between Northbound and Southbound Lanes

In areas between signalized intersections, a raised median will be constructed *that will include landscaping and limit left turns into access points. In the vicinity of intersections, the raised median will taper down to either a mountable median for emergency access vehicles, or a striped median in the vicinity of dedicated left-turn lanes and pedestrian crossings.* The EA stated that a raised median would be constructed; however, specific design details (i.e., intermittently striped or mountable) have been included for clarification purposes.

Upgraded Signalized Intersections and Pedestrian Crosswalks

In the Proposed Action, the existing signalized crosswalks at the intersections of Federal Boulevard with West 8th Avenue and West 10th Avenue will be upgraded with new traffic and pedestrian signals and enhanced concrete crosswalks. *In addition, the entire intersection at West Holden Place will be upgraded with enhanced concrete crosswalks.* The inclusion of enhanced concrete for the entire intersection was made after coordination with Council in November 2014.

Sidewalks and Pedestrian Zone Amenities

Sidewalks on both the east and west side of Federal Boulevard *between West 7th Avenue and West Howard Place will be re-constructed and brought into compliance with ADA standards. The sidewalk is within the pedestrian zone which may also include a tree lawn, transit amenities, and landscaping; Figure 2 has been updated removing the “sidewalk” label within the pedestrian zone. Trees will be placed on the east side of*

FINDING OF NO SIGNIFICANT IMPACT

Federal Boulevard Improvements Project

Federal Boulevard within the pedestrian zone with consistent and uniform spacing, where there is adequate sight distance, right of way, and no conflict with utilities. Trees will not be planted on the west side of Federal Boulevard due to the presence of a water main which poses a utility conflict. Clarification has been made to provide additional detail about the pedestrian zone and landscaping opportunities/constraints.

WHAT COMMENTS WERE RECEIVED ON THE EA?

CDOT received a total of 10 comments from the general public, neighborhood organizations, coalitions, Council, and the CCD Community Planning and Development Department (Table 1). The comments received during the 30-day public review period and a response to each comment is provided in Table 1; while the substantive text from the comments has been re-typed verbatim below the actual comments submitted are included as Appendix C.

Figure 2. Updated Cross-Section of the Proposed Action

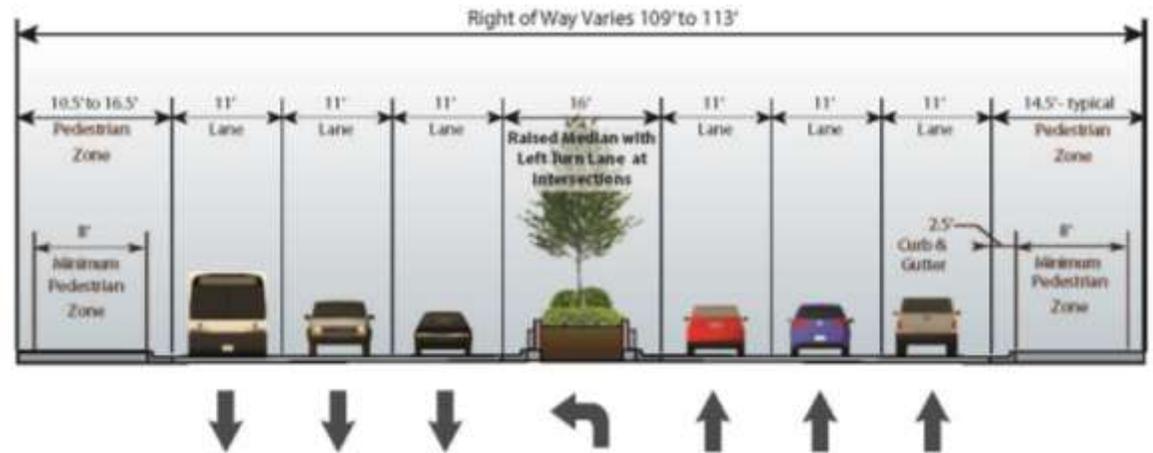


Table 1. Public and Agency Comments Received and Responses to Comments

Comment	Response
<p>Public Comment 1. In this proposed project it requires the acquisition of half of our primary parking. Our main business entrance is located towards the north side of the building and we have renters on the south side of the building. Our only parking will be located on the south side of the building. This will be a major deterrent for customers to continue coming to use us. The problems are this: 1.) Customers bring their artwork and finished product in and out the front door to their cars. Many of these are large and cumbersome. They will be much more apprehensive to walk to the far end of the building. 2.) Taking half of our parking leaves very limited parking for both our employees and for our customers and parking for our renter's customers. 3.) Moving our entrance to make it convenient would require the businesses renting from us to move. This would be inconvenient for them and a loss of rental income for us. It would also require massive remodeling to accommodate this shift. These are things that need to be addressed.</p>	<p>1. The design was modified to minimize impacts along the east side of Federal Boulevard by deviating from the CCD standard of an 8-foot wide buffer with 8-foot wide sidewalk and instead designing a 3-foot buffer and 5-foot sidewalk. However, some properties on the east side of Federal Boulevard will still be impacted. Partial acquisition of the property at 880 Federal Boulevard, which is the associated with your address, is anticipated which will eliminate parking in front of the building.</p> <p>The potential to continue to accommodate parking in front of the building was re-examined as a result of your comment and still found not to be feasible. Providing on-street parking to the north of the building on West Barberry Place is a part of this project. While this will be public parking it was specifically included in the design to help address the loss of parking in front of the building. There will continue to be parking on West 9th Avenue to the north as well as in the parking lot immediately south of the building on this parcel.</p> <p>Re-zoning due to the reduction of parking will not be required. During final design, the CCD will work with property owners and tenants to minimize impacts to the best extent possible. All right-of-way acquisition will comply with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.</p>

Comment	Response
<p>Public Comment 2. This comment is written to address our concern regarding the partial acquisition of the property located at 880 Federal Blvd. We are Ana and Jesus Reyes, the business owners of “Dulceria La Gota de Miel” and currently the tenants of the property located at 880 Federal Blvd. which is destined to be partially acquired as part of the Federal Blvd. expansion.</p> <p>We are extremely concerned about the implications that this property acquisition will bring to our business operations and any potential income loss. We would like to highlight the fact that this is the SECOND time that our business operations and income are affected by this project.</p> <p>In 2009 our business was relocated from 2nd and Federal due to the complete acquisition of the property we were renting at that time. The relocation of our business caused significant losses to our revenue. The extent of these losses caused us to nearly go out of business, fall behind on our mortgage payments and nearly foreclose on our property. In fact, we were forced to short sale our home. It is important that you understand the impact and the losses that this project can have in the operations of a small business like ours. The full or partial acquisition of this property will significantly impact our business operations and essentially affect the livelihood of our entire household for a second time.</p> <p>We welcome the opportunity to further discuss the implications of this project and any plans the City of Denver may have to supports businesses such as ours.</p>	<p>2. The design was modified to minimize impacts along the east side of Federal Boulevard by deviating from the CCD standard of an 8-foot wide buffer with 8-foot wide sidewalk and instead designing a 3-foot buffer and 5-foot sidewalk. However, some properties on the east side of Federal Boulevard will still be impacted. Partial acquisition of the property at 880 Federal Boulevard is anticipated which will eliminate parking in front of the building. However, public parking on West Barberry was specifically added to the project to help address the loss of parking in front of the building. The City will not require re-zoning based on reduction of parking. All right-of-way acquisition will comply with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.</p> <p>The CCD understands your frustration with being impacted a second time by improvements to Federal Boulevard. A member of CCD’s Office of Economic Development recently contacted you directly to discuss options available to you for support during the acquisition process. The CCD will work with CDOT to develop a Construction and Business Outreach Plan designed to assist individuals and businesses along Federal Boulevard prior to construction, to assist them in maintaining business operations during construction, and to work with those individuals and businesses that will be displaced. In addition, the CCD and CDOT will actively pursue partnership opportunities with other organizations that might be able to provide additional assistance and resources to individuals and businesses impacted by the Project.</p>

Comment	Response
<p>Public Comment 3.</p> <p>3a. I feel that the intersections at 8th, 10th and W. Holden and W. Howard are largely ignored in the plan, especially in relation to pedestrian safety. We currently have a volunteer who is blind, and uses a service dog. He must cross Federal at Holden. With the new light rail, all the bus traffic, and just the general increase in traffic we have seen lately, this intersection is scary!</p> <p>3b. Walking up there to meet him for a few weeks (to help "pattern" the route for he and his dog), I saw people running diagonally across the street to catch the bus. There were always loads of pedestrians. Once they finish the construction on the bridge over 6th and open up that bottle neck, there will be more traffic coming through, and probably coming through faster. I think the plan needs to be amended to include improvements to all of the intersections, with new sidewalks, new audible signals, and new traffic signals to improve the safety for everyone. Maybe even adding a pedestrian only crossing with flashing lights and its own red light, like they have in Boulder, would be good. Specifically, Page 9 and Page 10 need to be updated to include these intersections.</p>	<p>3a. New traffic and pedestrian signals will be implemented at both West 8th Avenue and West 10th Avenue, and enhanced concrete crosswalks will be constructed at West 8th Avenue, West 10th Avenue, and West Holden Place. Clarifications to the Proposed Action are provided on pages 4 and 5 of this document. An audible pedestrian signal is currently being installed at West Holden Place independently of this project. West Howard Place was reconstructed as a part of the 2013 RTD project; improvements in this area include bringing the lane widths up to standard and sidewalk improvements.</p> <p>3b. Improvements to the pedestrian facilities will be made in the form of ADA compliant sidewalks and curb ramps at all intersections as well as enhancements at West 8th Avenue, West 10th Avenue, and West Holden Place. Every intersection of Federal Boulevard cannot be signalized to allow pedestrian crossing without creating increased congestion making safety worse for all modes travel (pedestrians, vehicles, bikes, and buses); this would not meet the Purpose and Need of the project as discussed starting on page 3 of the EA (Appendix A).</p> <p>Safe locations for pedestrians and bikes to cross a roadway are at signalized intersections that have pedestrian signal heads, push buttons, striped crossing, and ADA facilities that meet current standards. This project provides crossings at three intersections to balance the many modes of travel along Federal Boulevard.</p>

Comment	Response
	<p>Signalized crossings will be upgraded at West 8th Avenue and West 10th Avenue along with enhanced concrete being installed at these two intersections along with West Holden Place in order to provide safe pedestrian movement across Federal Boulevard, while accommodating high volumes of vehicular traffic.</p> <p>Pedestrian only crossings are not included in the Proposed Action and are generally not consistent with the elements for a principal, urban arterial roadway and state highway.</p>

Comment	Response
<p>Public Comment 4.</p> <p>4a. For the past several years, Denver has been revamping the planning vision for the city with an eye toward a future city urbanism with access to amenities and services across the city increasingly available in a pedestrian-friendly, multi-modal environment.</p> <p>To lay the groundwork for that future, connected infrastructure is vital, and every planning initiative must provide safe, convenient pathways for autos, transit, bikes and pedestrians in a balanced multi-modal network.</p> <p>Federal Boulevard including its immediate environs is a key area in the development of that future city, offering nearly unparalleled opportunity for future growth and transition toward the vision of the future. It is an area that is closer to the downtown core city than many other growing centers, while, at the same time, it is connected regionally by transit as well as auto.</p> <p>With the inevitable growth in people and available services, and a concomitant decline in the auto-dependent suburban model, this clearly is a time when we need to position and structure our neighborhoods for the future.</p> <p>Instead, with the proposed design efforts for Federal Boulevard, we are getting the products of highway department planning mired in the mindset of the 1950's, a time of the destruction of many areas in America's cities, including this one.</p>	<p>4a. Comment noted.</p>

Comment	Response
<p>4b. The current design is indicative of poor traffic planning, and worse, representative of a continuing disregard for the idea that safe pedestrian movements are essential at nearly every intersection in a multi-modal environment. This is simply unacceptable.</p> <p>4c. As an example, one can look at the design of the intersection at Federal Boulevard and 9th Avenue, an intersection with a hazardous 'offset' geometry, where convoluted turning patterns for vehicles are allowed, unmitigated, yet no pedestrian movement is provided for. This in spite of the fact that it is a mid-street pathway in the adjacent residential neighborhood falling between two busier</p>	<p>4b. Improvements to the pedestrian facilities will be made in the form of ADA compliant sidewalks and curb ramps at all intersections. Every intersection of Federal Boulevard cannot be signalized to allow pedestrian crossing without creating increased congestion making safety worse for all modes travel (pedestrians, vehicles, bikes, and buses); this would not meet the Purpose and Need of the project as discussed starting on page 3 of the EA (Appendix A).</p> <p>Safe locations for pedestrians and bikes to cross a roadway are at signalized intersections that have pedestrian signal heads, push buttons, striped crossing, and ADA facilities that meet current standards. This project provides crossings at three intersections to balance the many modes of travel along Federal Boulevard. Signalized crossings will be installed at West 8th Avenue and West 10th Avenue along with enhanced concrete in order to provide safe pedestrian movement across Federal Boulevard, while accommodating high volumes of vehicular traffic. Additionally the existing pedestrian crossing at West Holden Place will be upgraded with a colored enhanced concrete. Clarifications to the Proposed Action are provided on pages 4 and 5 of this document.</p> <p>4c. The geometry at Federal Boulevard and West 9th Avenue will be improved by the inclusion of dedicated left-turn movements; however, a pedestrian crossing is not planned for this intersection. Improved pedestrian crossings are planned one block to the north on West 10th Avenue and to the south on West 8th Avenue.</p>

Comment	Response
<p>streets, one that is also a link to Eagleton Elementary School, and, on the other side of Federal Boulevard, the location of the current termination of the Weir Gulch pathway near the adjacent housing development.</p> <p>4d. It is common knowledge that, in spite of the claims of the traffic engineers, pedestrians will not typically walk a block out of their way to get to an intersection with a crossing, but will resort to mid-block crossing shortcuts to get to their destination. This design condition should not be moved forward, but should be redesigned. This is a first, critical stage of an ongoing design parti; it must be made to conform to an appropriate standard to serve as a model of design for future stages.</p> <p>Traditional design approaches foster design inadequacies stemming in part from the fact that highways through cities as priority thoroughfares are relics of the past. Route designations when joined with urban roadways must adapt to the needs of the cities. Highway departments and similar agencies are ill equipped to lead the planning of roadway infrastructure in city environments where access is of equal or greater standing with time and more traditional measures of performance.</p>	<p>Please refer to response 4b regarding pedestrian crossing locations.</p> <p>For pedestrians crossing Federal Boulevard in this vicinity (i.e., from the neighborhood to the east and Eagleton Middle School to the west), improvements made as part of the Proposed Action will provide better access to the Weir Gulch trail. With an access point to the east of Federal Boulevard on West 9th Avenue the proposed improvements for the West 8th Avenue intersection this segment of the trail will serve to improve pedestrian safety and mobility across Federal Boulevard.</p> <p>4d. The Proposed Action is consistent with current design standards for a principal, urban arterials and state highways. The Proposed Action is designed to allow for adequate pedestrian crossing times at the signalized intersections and improved pedestrian facilities (i.e., ADA compliant, sidewalks, and pedestrian crossings). Traffic projections for the year 2035 were used to develop the project design and the Proposed Action supports the planned development and goals of an Area of Change for Federal Boulevard. As a principal, urban arterial and a state highway, Federal Boulevard is intended to carry high volumes of traffic in addition other modes of transportation including pedestrians and buses. Federal Boulevard carries over 42,000 vehicles a day so it is important that pedestrians cross the roadway at locations that are safe.</p> <p>Safe locations for pedestrians and bikes to cross a roadway are at signalized intersections that have pedestrian signal heads, push</p>

Comment	Response
<p>Current planning models are emerging from the deeply flawed planning and development models of the middle part of the past century, a period dominated by the development and construction of highways through cities at the cost of neighborhoods and the surrounding environment - development that has ravaged the vital fabric of many neighborhoods and has laid waste significant areas of valuable land within the structure of the city and neighborhoods.</p> <p>It is particularly true in this sector of the city,</p> <p>The near west side is becoming one of the city’s best places to live, work and play; the reconstruction of this important artery should be designed to reflect that future, and not be a dressed up repetition of the past.</p> <p>The need for a new solution could not be greater.</p>	<p>buttons, striped crossing, and ADA facilities that meet current standards. This project provides crossings at three intersections to balance the many modes of travel along Federal Boulevard.</p>
<p>Federal Boulevard Partnership Comment 5.</p> <p>5a. Thank you for your assistance in forwarding and considering our comments and recommendations associated with the Federal Boulevard Environmental Assessment (EA). The Federal Boulevard Partnership (Partnership) is excited by the recommended Federal Boulevard (Federal) improvements associated with the EA and the opportunity they hold in better and more safely accommodating vehicular traffic and pedestrian movement. We very much appreciate your effort (with associated Denver Public Works team) in helping to make this project a reality!</p>	<p>5a. Comment noted.</p>

Comment	Response
<p>The Partnership has participated in all public meetings and workshops regarding this project, spanning several years. During this time, we’ve discussed project elements with local property and business owners, and with neighborhood organizational groups (Stakeholders). From our participation, Stakeholder discussions and reviewing more recent updated project plans and the EA—the Partnership has three recommendations for the project’s consideration.</p> <p>5b. 1. As discussed and defined on page 8 of the EA, there are numerous community facilities and institutions within the Project Area. In fact, we would argue the number of people accessing the community facilities as well as adjacent residential neighborhoods is much greater than along typical urban arterials. The very high level of transit usage within the Project Area also speaks to the high demand these community institutions generate for people who live and travel from outside the Project Area. While we are heartened by pedestrian movement improvements as the EA indicates will occur for W. 8th and 10th Avenues at Federal (EA page 10), and as recently agreed to by Denver Public Works at W. Holden Place—we believe and recommend pedestrian movement be more comprehensively addressed to increase safety crossing Federal at the intersecting streets of W. 12th and 11th and 9th Avenues. At a minimum, pedestrian crossings at W. 12th and 11th should be readdressed considering their proximity to Denver Human Services, the Sam Sandos Westside Health Care Clinic and other adjacent public</p>	<p>5b. Federal Boulevard truly is a multi-modal facility and the Proposed Action provides improvements for all modes of travel. Improved pedestrian crossings are planned for West 10th Avenue, West 8th Avenue, and West Holden Place. West Howard Place was reconstructed as a part of the 2013 RTD project; improvements in this area include bringing the lane widths up to standard and sidewalk improvements.</p> <p>Every intersection of Federal Boulevard cannot be signalized to allow pedestrian crossing without creating increased congestion making safety worse for all modes travel (pedestrians, vehicles, bikes and buses); this would not meet the Purpose and Need of the project as discussed starting on page 3 of the EA (Appendix A). Safe locations for pedestrians and bikes to cross a roadway are at signalized intersections that have pedestrian signal heads, push buttons, striped crossing, and ADA facilities that meet current standards. This project provides crossings at locations that meet current design standards and balances the many modes of travel along Federal Boulevard. Signalized crossings will be installed at</p>

Comment	Response
<p>serving facilities. Pedestrians will cross where 12th and 11th intersect with Federal.</p> <p>5c. Unfortunately, the crossings will be more unsafe post-reconstruction than pre-reconstruction. The new median will seem to serve as a safety zone when crossing at these points—this is a safety illusion. The medians are not constructed specifically to enable pedestrian usage and there are also left-turn lanes funneling vehicles to 12th and 11th in conflict with crossing pedestrians. We don’t propose a specific recommendation except that eliminating the left turn movements in combination with changing the median design and alignment could be one approach of several considered for the intersecting streets.</p>	<p>West 8th Avenue and West 10th Avenue along with enhanced concrete at these two intersections and West Holden Place in order to provide safe pedestrian movement across Federal Boulevard, while accommodating high volumes of vehicular traffic. Clarifications to the Proposed Action are provided on pages 4 and 5 of this document.</p> <p>The importance of providing connectivity to community resources is recognized by the project. Left turning movements are included at West 9th Avenue, West 11th Avenue, and West 12th Avenue to accommodate business access and provide access to the neighborhoods adjacent to Federal Boulevard.</p> <p>5c. A median will be constructed throughout the corridor that will control turning movements into access points in the Project Area. In the vicinity of intersections, the raised median will taper down to either a mountable median for emergency access vehicles, or a striped area in the vicinity of dedicated left-turn lanes and pedestrian crossings. Medians are not designed to provide safe refuge for pedestrians but are being implemented to control left turning movements. Left turning movements are needed to serve the multiple access points along Federal Boulevard. These improvements are anticipated to increase safety for all modes of travel including pedestrians.</p>

Comment	Response
<p>5d. 2. Related to the first recommendation, it would seem from the existing project scope there are no planned improvements associated with the intersection of W. Howard Place and Federal. We believe this is primarily due to changes and improvements implemented in 2013 associated with the opening of the West Light Rail Line and Decatur Federal Station (Station), as well as the replacement of the Federal bridge over West Colfax Avenue. It has now been 18 months since the opening of the Station. The feedback the Partnership has received from Stakeholders as well as our own observations indicate pedestrians using the Federal bus stops “coming and going” from the Station and crossing Federal is near, if not outright, dangerous. Due to the Station, the number of pedestrians is very high crossing and waiting for buses at Federal. Many times pedestrians do not use the signal as provided or are so numerous that they hang off the curbs as they wait for the bus. This is easily observable almost any day of the week. This situation begs for a fuller examination and accommodation that increases pedestrian safety at this intersection. The Partnership recommends Denver Public Works with the Regional Transportation District and Colorado Department of Transportation collaboratively examine and recommend changes to how transit and pedestrians are managed at this intersection. Several options should be examined of which moving bus stops from Federal might be an option. While the examination of implementing solutions to this situation might well be apart from Federal redesign and construction associated with the EA, it would be a shame not to use the opportunity of this reconstruction project to implement changes associated to</p>	<p>5d. The RTD project in 2013 was constructed to accommodate future traffic projections, provide a safe pedestrian crossing, and improve Federal Boulevard by widening the bridge over Lakewood Gulch. No additional improvements are planned for the West Howard Place and Federal Boulevard intersection as the current design meets the design standards. In regard to RTD facilities, the CCD will forward your concerns about the bus stop location to RTD; however, there are no current plans to evaluate the movement of the stops.</p>

Comment	Response
<p>improving pedestrian safety at the Federal and Howard Pl. intersection.</p> <p>5e. 3. The existing landscaping plans for the project (not specifically addressed in the EA) is sorely lacking along the west side of Federal within the Project Area.</p> <p>5f. We believe there are certain site challenges between the numerous number of curb cuts between intersecting streets, in combination with the locations of various poles and even bus stops. We recommend a more creative approach be considered to enliven the west side of Federal whether through the elimination of curb cuts where two exist to serve a property and some rearrangement of poles or other ROW objects, which actions help create more open space for landscaping. Possibly instead of using traditional trees in grates where space is more limited, using low-level concrete lined beds with greenery complimenting the new center median could also assist with tighter spaces.</p>	<p>5e. Landscaping will be determined at the time of final design. Currently, CCD plans to install landscaping in the raised medians and along the east side of Federal Boulevard in conjunction with reconstructing the ADA compliant sidewalk facilities. Trees will be planted on the east side of Federal Boulevard where there is adequate sight distance, right of way, and no utility conflicts. Trees will not be planted on the west side of Federal Boulevard as there is a water line that poses a utility conflict.</p> <p>5f. A high number of curb cuts and access points are required to serve the numerous properties immediately adjacent to Federal Boulevard. During final design, access points (i.e., new, modified, or combined) will be identified in a formal access-control plan prepared for the Proposed Action. As a part of this process the team will work with property owners to determine if access points can be eliminated or combined. All access points will be constructed in accordance with CCD, CDOT, and ADA standards.</p>

Comment	Response
<p>serve high volumes of people, many of whom are parents accompanied by their children, seniors, or persons with disabilities. It is our observation and experience that the number of people accessing these community facilities as well as adjacent residential neighborhoods is much greater than along typical urban arterials. The very high level of transit usage within the Project Area also speaks to the high demand these community institutions generate for people who live and travel from outside the Project Area.</p> <p>The EA indicates that improvements are planned for W. 8th and 10th Avenues at Federal (EA page 10). We are recommending that the existing signalized crosswalks at the intersections of Federal Boulevard with W. 8th Avenue, W. 10th Avenue and W. Holden Pl. be upgraded with new traffic and pedestrian signals and enhanced concrete crosswalks (p.9). We recommend bicycle and pedestrian improvements (page 10) that upgrade existing pedestrian signals and construct enhanced concrete crosswalks at the signalized intersections of Federal Boulevard with W 8th Avenue, W10th Avenue, W. Holden Pl. and W. Howard Pl. These improvements really need to ensure accessibility, including audible signaling, to accommodate the variety of user needs.</p> <p>Councilwoman Judy Montero has informed us that Denver Public Works has recently approved several improvements for the W. Holden Pl. intersection. Thank you to Councilwoman Montero and your office for hearing and responding to our concerns for pedestrian safety. We would recommend pedestrian movement be comprehensively addressed to also increase safety crossing Federal</p>	<p>this area include bringing the lane widths up to standard and sidewalk improvements.</p> <p>Signalizing multiple intersections in a short distance section of Federal Boulevard to allow pedestrian crossings would result in increased congestion making safety worse for all modes travel (pedestrians, vehicles, bikes, and buses); this would not meet the Purpose and Need of the project as discussed starting on page 3 of the EA (Appendix A). Safe locations for pedestrians and bikes to cross a roadway are at signalized intersections that have pedestrian signal heads, push buttons, striped crossing, and ADA facilities that meet current standards. This project will provide crossings at three intersections to balance the many modes of travel along Federal Boulevard. Audible signals are constructed on an as-needed basis when a request is made to CCD. Currently, an audible signal is being installed at the West Holden Place intersection independently of this project. Clarifications to the Proposed Action are provided on pages 4 and 5 of this document.</p> <p>The importance of providing connectivity to community resources is recognized by the project. Left turning movements are included at West 9th, West 11th, and West 12th Avenues to accommodate business access and provide access to the neighborhoods adjacent to Federal Boulevard.</p>

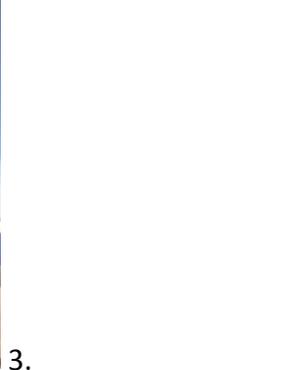
Comment	Response
<p>at the intersecting streets of W. 12th and 11th and 9th Avenues. At a minimum, pedestrian crossings at W. 12th and 11th should be readdressed considering their proximity to Denver Human Services, the Sam Sandos Westside Health Care Clinic and other adjacent public serving facilities. Pedestrians already unsafely cross where 12th and 11th intersect with Federal.</p> <p>6c. We are particularly concerned that the installation of medians will appear to offer a crossing safety zone. This could result in crossings that are even more frequent and unsafe as the medians are not designed for safe pedestrian use. Further, the plan includes left-turn lanes funneling vehicles to 12th and 11th in conflict with crossing pedestrians that could create even more precarious crossing conditions. We don't propose a specific solution but feel a need to express our concern that safe crossings be designed to be compatible with the realistic patterns of pedestrian movement and with consideration for the high volume of families with small children, elderly or persons with disabilities for whom walking a block or more in order to cross safely is a challenge. Eliminating the left turn movements in combination with changing the median design and alignment could be one approach of several considered for the intersecting streets.</p> <p>6d. 2. It is our understanding that in the existing project scope there are no planned improvements associated with the intersection of W. Howard Pl and Federal. Perhaps this is because improvements have already been made in conjunction with the West Light Rail Line and</p>	<p>6c. A median will be constructed throughout the corridor that will control turning movements into access points in the Project Area. In the vicinity of intersections, the raised median will taper down to either a mountable median for emergency access vehicles, or a striped area in the vicinity of dedicated left-turn lanes and pedestrian crossings. Medians are not designed to provide safe refuge for pedestrians but are being implemented to control left turning movements. Left turning movements are needed to serve the multiple access points along Federal Boulevard. Please refer to response 6b for additional information on pedestrian crossings. These improvements are anticipated to increase safety for all modes of travel, including pedestrians.</p> <p>6d. The RTD project in 2013 was constructed to accommodate future traffic projections, provide adequate pedestrian crossing, and improve Federal Boulevard by widening the bridge over Lakewood Gulch. No additional improvements are planned for the West Howard Place and Federal Boulevard intersection, as the</p>

Comment	Response
<p>Decatur Federal Station (Station), including the replacement of the Federal bridge over West Colfax Avenue.</p> <p>We strongly recommend that additional improvements for the W. Howard Pl intersection be included in the plan to better accommodate the increased pedestrian use. Since the opening of the Station 18 months ago, it has been our experience, observation and concern that pedestrians using the Federal bus stops “coming and going” from the Station and crossing Federal are at risk. Due to the Station, the number of pedestrians crossing at one time and/or waiting for buses at Federal is very high particularly during daytime hours. Many times pedestrians do not use the signal as provided or are so numerous that they hang off the curbs as they wait for the bus. This is easily observable almost any day of the week. We urge a fuller examination and accommodation that increases pedestrian safety at this intersection. We recommend Denver Public Works with the Regional Transportation District and Colorado Department of Transportation collaboratively examine and recommend changes to how transit and pedestrians are managed at this intersection. Several options should be examined of which moving bus stops from Federal might be an option. We have previously identified the need for audible signaling at intersections. This is especially needed at the W. Howard Pl intersection in addition to the W. Holden Pl. intersection. According to the Decatur Federal Station Area Plan and plans being made by the Denver Housing Authority, a substantial increase in residential and commercial density around the light rail station is planned. We are concerned that if not addressed, the pedestrian</p>	<p>current design meets the design standards. However, the lane widths in this area will be brought up to standard and pedestrian improvements will be made. In regard to RTD facilities, the CCD will forward your concerns about the bus stop location to RTD; however, there are no current plans to evaluate the movement of the stops.</p>

Comment	Response
<p>safety issues currently being experienced at this intersection will only become worse.</p> <p>6e. 3. We have noticed that there is a lack of landscaping along the west side of Federal, and recommend that landscaping compatible with pedestrian safety be installed to balance out the streetscape.</p>	<p>6e. Landscaping will be determined at the time of final design. Currently, CCD plans to install landscaping in the raised medians and along the east side of Federal Boulevard in conjunction with reconstructing the ADA compliant sidewalk facilities. There is a water line on the west side of Federal Boulevard in the buffer zone that prohibits trees from being planted as it poses a utility conflict.</p>

Comment	Response
<p>Villa Park Neighborhood Association Comment 7.</p> <p>7a. Villa Park Neighborhood Assn. has reviewed the proposed alternative and appreciates the chance to comment on the design. Villa Park Neighborhood Assn has participated in the publicly held meetings and has provided continuous input into the propose plan. We are looking forward to an improved Federal Blvd. and see many ways to build and improve this plan.</p> <p>7b. Villa Park Neighborhood Assn appreciates that the plan builds upon the improved connectivity to the existing trail system that comes from the Barnum North Park. The completion of the 6th Ave Highway improvements will incorporate a pedestrian bridge across the 6th Ave. Highway which will connect the Barnum North Park to Barnum Park. This will continue the bike/walk path from Weir Gulch in Barnum to the continuation of Weir Gulch in the Villa Park and Sun Valley neighborhoods. This connection eventually leads to the Platte Valley system and will create better walkability within these neighborhoods and we support the improvements outline for Weir Gulch in this plan and see a great opportunity for open space improvements at the northeast corner of 8th and Federal Blvd. As noted in the EA, this intersection with its Level of Service at an E rating is in need of improvement. The realignment of the pedestrian/bikeway access along with the crosswalks hopefully will make this a safer intersection. This new connection will be vital for pedestrians and bikes. Villa Park suggests better pedestrian crosswalks, pedestrian bulb outs and enhance pedestrian signalization in anticipation of wider use. Further reduction of curb</p>	<p>7a. Comment noted.</p> <p>7b. The pedestrian crossing at West 8th Avenue will be improved under the Proposed Action. Additional improvements include better signage for the trail, reducing the curvature of the “T” intersection where the trail and sidewalk connect along West 8th Avenue, and a wider sidewalk along West 8th Avenue.</p> <p>Pedestrian bulb-outs are not well-suited for Federal Boulevard, as there will not be parking along the sides of the street which is usually used to accommodate pedestrian bulb-outs at intersections. In order to accommodate this feature at intersections, the roadway capacity would be decreased in these areas, resulting in an inconsistent cross-section throughout the Project Area and congestion; neither of which supports the Purpose and Need of this project, which can be found starting on page 3 of the EA (Appendix A). Additionally, this design would not be consistent with the typical cross section of a principal, urban arterial and state highway. Clarifications to the Proposed Action are provided on pages 4 and 5 of this document.</p>

Comment	Response
<p>cuts will assist the current conflicts that pedestrian face today at this intersection.</p> <p>7c. The EA outlines how Federal Blvd is a multi-modal facility, however, the plan falls short when you look at Federal Blvd.’s connection to the street. The east side continues a nice tree lawn barrier and wider sidewalks for pedestrian safety but lack this same design component on the west side of Federal Blvd. We do not have a complete street. This landscape improvement should be continued on the west side to meet the goals outlined in the objectives for this project, greater pedestrian connections. This is a designated parkway under the Parks and Recreation Dept but it does not look like a parkway. The improvements of wider sidewalks, tree lawns and landscape median moves this roadway closer to that designation and makes it more compatible to Federal Blvd north of 23rd Ave.</p> <p>Wherever there is an opportunities for trees/low shrubbery that could be placed on site like we see at the Hamburger Stand fast food and Denver Community Credit Union on the west side of Federal Blvd it should be apart of the EA in order to be compatible with the east side of Federal Blvd.</p>	<p>7c. Sidewalks on both the east and west sides of Federal Boulevard between West 7th Avenue and West Howard Place will be widened and brought into compliance with the ADA.</p> <p>Landscaping will be determined at the time of final design. Currently, CCD plans to install landscaping in the raised medians and along the east side of Federal Boulevard in conjunction with reconstructing the ADA compliant sidewalk facilities. Trees will be planted on the east side of Federal Boulevard where there is adequate sight distance, right of way, and no utility conflicts. There is a water line on the west side of Federal Boulevard in the buffer zone that prohibits trees from being planted as it poses a utility conflict.</p>

Comment	Response
<p>7d. If this problem cannot be remedied than we recommend a more creative approach of allocating the art mandated funds for the City's contribution of 80 million to place decorative plant like structures or decorative features (as noted in curb enhancement (1) & (2) below to create safe buffer zones.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>1.</p> </div> <div style="text-align: center;">  <p>2.</p> </div> <div style="text-align: center;">  <p>3.</p> </div> </div>  <p>7e. The EA noted Federal Blvd in this section, “has many local community facilities that are high pedestrian activity areas with pedestrian travel along or across Federal Blvd in order to gain access to them. The Project Area includes parks, recreational trails and centers, bicycle routes, public library, Denver Dept of Human Services, West Side Health Clinic, Denver Community Credit Union,</p>	<p>7d. Projects funded by CCD include a set aside of 1% of the construction budget for artwork. This project is funded partly by the CCD and partly with federal funds meaning that 1% of the CCD portion of the budget will be allocated for art. After Federal Boulevard is constructed, a committee including members of the public will be created to identify art for the area.</p> <p>7e. Pedestrian bulb-outs are not well-suited for Federal Boulevard, as there will not be parking along the sides of the street which is usually used to accommodate pedestrian bulb-outs at intersections. In order to accommodate this feature at intersections, the roadway capacity would be decreased in these areas, resulting in congestion and an inconsistent cross-section throughout the Project Area;</p>

Comment	Response
<p>Schools and places of religious worship.” The EA goes on to note that “Federal Blvd is a designated Enhanced Bus Transit Corridor as documented in the Pedestrian Master Plan (2004) and Blueprint Denver (2002); however the existing cross-section does not meet the design guidelines for this type of facility because of the inconsistent buffer area, lack of directional curb ramps at every intersection”, and I would also note severe grade changes. Since this is the case than it is important to create a safe buffer zone since transit is highly used with 5 bus stops on the west side alone. It may make more sense to create on-street parking with curb enhancement (3) as a way to improve safety and serve the local redevelopment along Federal Blvd.</p> <p>7f. According to District #1 Police Commander the grade change at 10th Ave and Federal Blvd is a high accident area and in part is due to the severe grade change from 10th Ave as it crosses Federal Blvd. This area is noted for improvement in the EA but I would also add curb bulbouts and curb enhancements like curb enhancement (3), illustrated along the Denver Dept of Human Services which will be a way to create a better enhanced bus transit corridor with a set aside area for bus traffic that allows for merging transit. This is particularly important along the area by the Decatur/Federal Light Rail Station area. Pedestrians are constantly moving across Federal Blvd to connect to this area either to get on buses or to access light rail. The closeness of the bus stop to the merge lane that accesses the Colfax Viaduct creates additional pedestrian/car conflict and the</p>	<p>neither of which supports the Purpose and Need of this project. Additionally, this design would not be consistent with the typical cross section of a principal, urban arterial and state highway.</p> <p>Sidewalks on both the east and west sides of Federal Boulevard between West 7th avenue and West Holden Streets will be widened and brought into compliance with the ADA. This will provide adequate pedestrian facilities with a safe buffer zone. In order to accommodate on-street parking and curb enhancements the roadway capacity would be decreased in these areas resulting in an inconsistent cross-section throughout the Project Area; neither of which supports the Purpose and Need of this project. Additionally, this design would not be consistent with the typical cross section of a principal, urban arterial and state highway.</p> <p>7f. The intersection at Federal Boulevard and West 10th Avenue will be improved with upgraded pedestrian signals and enhanced concrete crosswalks to improve pedestrian safety at this intersection. The grades on Federal Boulevard and the east-west streets will remain as they are currently. Changing the grades is beyond the Purpose and Need of this project, as discussed in the EA starting on page 3 (Appendix A). As previously noted, curb bulbouts and curb enhancements are not proposed for this corridor as roadway capacity would be decreased and would increase congestion as well as resulting in an inconsistent cross-section throughout the Project Area.</p>

Comment	Response
<p>improvement noted in curb enhancement (3) would solve this problem.</p> <p>7g. Villa Park also recommends the elimination of several curb cuts noted in the EA. Villa Park Neighborhood Assn. recommends the elimination of multiple curb cuts at 707, 765, 775, 869, 891, 947 Federal Blvd. Many of the access points create too many conflicting curb cuts with ADA and pedestrian access. In addition, the right of way area used by many of the vehicle businesses to sell cars rob the pedestrian right of way. Improved borders along this section will greatly improve the situation.</p>	<p>Bus pull-outs are no longer preferred by RTD as they present a challenge for merging back into vehicular traffic. This is particularly true for high volume streets such as Federal Boulevard, which is a principal, urban arterial and state highway.</p> <p>7g. Combining curb cut access where possible was examined during this project and will continue to be examined through the right-of-way access permit process. Property owners have the right to access their property; CCD and CDOT typically allow historical access points to remain until redevelopment occurs and access can be eliminated, combined, or relocated. An access-control plan will be developed during final design.</p> <p>With a more defined pedestrian area, businesses along Federal Boulevard will be deterred from utilizing the right of way for private use. CCD will continue to respond to notifications by the public that private uses are occurring on public right of way.</p>

Comment	Response
<p>7h. The other comments that we heard from residents in Villa Park was the concern of access getting out of the neighborhood during construction and fugitive dust created by the construction. We want to emphasize that during this process it is important to use best practices to ensure the safety of residents which are only a block away in Villa Park.</p>	<p>7h. Best management practices (BMPs) to reduce construction impacts are listed in Table 4 of the EA (Appendix A). Access will be maintained to businesses and neighborhoods during construction; signs indicating access points and construction ahead, as well as advance notification of construction activities, will be provided. To avoid disruption to the Villa Park community and all traveling public during construction, any new or modified access points will be provided before the existing access points are affected.</p> <p>Dust-related BMPs include implementation of air quality controls, applying water to control construction dust, and managing environmental, health, and safety issues during construction in accordance with CDOT’s Standard Specifications for Road and Bridge Construction, and CDPHE-Air Pollution Control Division’s (APCD) Air Pollutant Emission Notification, CDPHE-APCD’s demolition permit, and fugitive dust control plan requirements.</p>

Comment	Response
<p>City Council Comment 8.</p> <p>8a. In the Environmental Assessment (EA) released October 15th 2014 <i>Federal Boulevard Improvements Project Between West 7th Avenue and West Howard Placed</i> under What is the Proposed Action? (page 9) the EA should state, “In the Proposed Action, the existing signalized crosswalks at the intersections of Federal Boulevard with West 8th Avenue, West 10th Avenue, and West Holden Place will be upgraded with new traffic and pedestrian signals and enhanced concrete crosswalks.”</p> <p>8b. Under Bicycle and Pedestrian Improvements the EA should state (page 10 bullet 4), “Upgrading existing pedestrian signals and construction enhanced concrete crosswalks at the signalized intersections of Federal Boulevard with West 8th Avenue, West 10th Avenue and West Holden Place.”</p>	<p>8a. As committed to by the CCD Department of Public Works Executive Director in a letter dated November 5, 2014, the intersection at West Holden Place will be reconstructed with enhanced concrete crosswalks. This is identified in the Proposed Action clarifications above in the section entitled “What has Changed since the EA” on pages 4 and 5. The signals at West Holden Place were upgraded as a part of the 2013 RTD project and do not need to be further upgraded. Signals will be upgraded at West 8th Avenue and West 10th Avenue.</p> <p>8b. The clarification text above for the Proposed Action in the “What has Changed since the EA?” specifically identifies the improvement of West Holden Place by the addition of enhanced concrete crosswalks.</p>

Comment	Response
<p>CCD Community Planning Department Comment 9. Pg 9. Remove “sidewalk” label from cross section illustration and replace with “pedestrian zone”, and in the description of the cross section in the text add a list of possible items that may be included in the pedestrian realm, including but not limited to sidewalk, tree lawn, transit amenities, planters, etc.</p>	<p>9. Landscaping will be determined at the time of final design. Currently, CCD plans to install landscaping in the raised medians and along the east side of Federal Boulevard in conjunction with reconstructing the ADA compliant sidewalk facilities. Trees will be placed along the east side where there is adequate sight distance, right of way, and no conflict with utilities. The Proposed Action description now includes a statement that the pedestrian zone may include sidewalks, tree lawn, transit amenities, and landscaping; these clarification are provided on pages 4 and 5 of this document.</p>
<p>CCD Community Planning Department Comment 10. Include reference to the Decatur-Federal Station Area Plan, perhaps in the introduction. Specifically reference Recommendation C.4 A Vibrant Corridor and recommendation C.4.A. Enhance Federal Blvd as the spine of West Denver.</p>	<p>10. The Decatur-Federal Station Area Plan is discussed in detail in the Transportation Technical Memorandum which is Appendix A10 of the EA. This document includes a reference to the recommendation in the clarifications above in the section entitled “What has Changed since the EA? (Page 4)”.</p>

REFERENCES

- CCD, 2001. "Bicycle Master Plan Update 2001", prepared by BRW and URS Corporation (URS) for the CCD, adopted March 2002. Website accessed March 2014: <http://www.denvergov.org/bikeprogram/bicyclingindenver/streetsandtrails/planning/tabid/438250/default.aspx>.
- CCD, 2011. "Denver Moves: Making Bicycle and Multi-Use Connections in the Mile High City," prepared by CCD, adopted May 2011. Website accessed March 2014: <http://www.denvergov.org/bikeprogram/bicyclingindenver/streetsandtrails/planning/tabid/438250/default.aspx>.
- CCD, 2013. "Decatur-Federal Station General Development Plan (GDP) and associated Transportation Memorandum," prepared by CCD; adopted April 2013. Website accessed March 2014: <http://www.denvergov.org//tod/TransitOrientedDevelopment/TransitCorridors/WestCorridor/DecaturStation/tabid/395243/Default.aspx>.

APPENDIX A.

**FEDERAL BOULEVARD IMPROVEMENTS PROJECT EA -
PROVIDED ON CD (ATTACHED)**

APPENDIX B.

**PUBLIC INVOLVEMENT SINCE THE PUBLICATION OF THE EA -
PROVIDED ON CD (ATTACHED)**

APPENDIX C.

**PUBLIC COMMENTS RECEIVED DURING THE 30-DAY REVIEW
PERIOD - PROVIDED ON CD (ATTACHED)**

